MOTORCYCLE SAFETY FOUNDATION

CYCLE SAFETY INFO

P.O. BOX 120
CHADDS FORD, PENNSYLVANIA 19317
(215) 388-1555

AC490-1 H
3/83

State Motorcycle Operator Licensing—1983

This is the seventh annual cycle safety information sheet reporting state procedures for licensing motorcyclists. The information is the result of a survey sent to licensing authorities in the nation's 51 licensing jurisdictions.

Licensing practices vary from state to state. In the past few years, these practices have become more standardized as states began adopting the Motorcycle Operator Skill Test (MOST), the *Motorcycle Operator Manual* (*MOM*) and the *Motorcycle Operator Manual* (*MOM*) Knowledge Test.

The Foundation's licensing department provides technical assistance and examiner training for states adopting the MOST and the alternate test. A growing number of states are accepting the new licensing tests, manual and supplement.

The Motorcycle Operator Skill Test (MOST)

Nearly three years of research resulted in the development of a new motorcycle operator testing procedure. Research shows the test works. In comparison with an existing state test, the Motorcycle Operator Skill Test (MOST) showed a 15 percent reduction in accidents. When coupled with a rider training program, accidents were reduced 21 percent.

The MOST contains nine exercises that test the skills riders need to operate safely in traffic. Since the test only requires an area 50 × 125 feet, it can be set up in a parking lot.

The Motorcycle Operator Manual (MOM)

In addition to the skill test, a new manual is available for motorcycle operators. The *Motorcycle Operator Manual* (*MOM*) includes information on proper protective gear, handling different road surfaces and reacting to emergencies. License applicants in a study group increased their knowledge 15 percent by reading the manual. MSF provides free negatives to states adopting the manual.

The Motorcycle Knowledge Test

The Motorcycle Knowledge Test was developed from the contents of the *Motorcycle Operator Manual*. Using multiple choice questions and line drawings, the test emphasizes areas critical to safe riding. MSF will provide the test on slides for states using automated testing machines.

The Alternate Skill Test

The MOST has been proven to be effective. Some states however, do not have enough space available to adopt the MOST. The alternate skill test was developed specifically for these areas. It includes modified portions of important exercises in the MOST along with other basic control exercises.

The "Sharing The Road With Motorcycles" Supplement

Studies have shown that most motorcycle accidents are caused by drivers of other vehicles. The MSF has developed a supplement for state driver's manuals titled "Sharing The Road With Motorcycles." The supplement gives other drivers information on conditions and situations commonly faced by motorcyclists.

The Motorcycle Safety Foundation's purpose is improving the safety of motorcyclists on the nation's streets and highways. To reduce motorcycle accidents and injuries the Foundation has programs in rider education, licensing improvement, public information and research. These programs are designed for both motorcyclists and motorists. A national, private, nonprofit organization, MSF is sponsored by the five leading motorcycle manufacturers: Honda, Yamaha, Kawasaki, Suzuki and Harley-Davidson.

STATE	TYPE OF SKILL TEST	MOM ADOPTION	MOM KNOWLEDGE TEST ADOPTION	"SHARING THE ROAD WITH MOTORCYCLES" ADOPTION	NUMBER OF MOTOR-CYCLE TESTING SITES	NUMBER OF DRIVER LICENSE EXAMINERS	NUMBER OF LICENSED DRIVERS (AS OF 12/31/81)	NUMBER OF LICENSED MOTORCYCLE OPERATORS (AS OF 12/31/81)	STATE
Alabama	None	Yes	No	Yes	N/A	74	*2,500,000	N/A	Alabama
Alaska	MOST/Alternate	Yes	Yes	Yes	24	31	272,472	10,154	Alaska
Arizona	MOST	Yes	Yes	No	74	106	2,116,117	129,927	Arizona
Arkansas	Off-street	No	No	Yes	78	18	1,600,401	51,897	Arkansas
California	MOST[1]/Alter-nate/On-street	Yes	Yes	No	152	510	16,046,300	1,642,244	California
Colorado	Off-street/ On-street	Yes[P]	Yes	Yes	87	156	2,104,355	148,365	Colorado
Connecticut	MOST	Yes	Yes	Yes	16	103	2,231,486	146,574	Connecticut
Delaware	Alternate	Yes	Yes	Yes	4	15	433,614	33,856	Delaware
D.C.	MOST	No	No	No	1	10	353,000	7,500	D.C.
Florida	None	No	No	No	N/A	700	*8,200,000	N/A	Florida
Georgia	MOST/Alternate	Yes	No	No	54	129	*4,500,000	175,000*	Georgia
Hawaii	Off-street/ On-street	No	No	No	15	39	541,279	16,333	Hawaii
Idaho	None	No	No	No	N/A	103	694,262	N/A	Idaho
Illinois	Off-street/ On-street	No	No	No	124	407	7,524,360	488,986	Illinois
Indiana	None	Yes	Yes	No	N/A	89	3,650,020	N/A	Indiana
Iowa	Off-street	No	No	No	135	36	2,076,062	224,623	Iowa
Kansas	Alternate	Yes	Yes	Yes	117	150	1,680,721	267,956	Kansas
Kentucky	Off-street/ On-street	No	No	Yes	120	73	2,303,549	88,901	Kentucky
Louisiana	Off-street	Yes	Yes	Yes	141	427	3,278,827	132,842	Louisiana
Maine	In-traffic	No	No	Yes	27	30	752,553	68,832	Maine
Maryland	Alternate[P]	No	Yes	Yes	23	110	2,726,113	153,096	Maryland
Massachusetts	On-street	No	No	Yes	34	135	3,641,000	199,399	Massachusetts
Michigan	Off-street	Yes[P]	No	Yes	187	900	*8,000,000	300,000*	Michigan
Minnesota	MOST/ On-street	Yes	No	Yes	96	87	2,771,754	236,487	Minnesota
Mississippi	None	Yes	No	Yes	N/A	49	*1,500,000	N/A	Mississippi
Missouri	Off-street	Planned 1983	Planned 1983	No	136	146	3,339,269	226,833	Missouri
Montana	MOST/Alternate	No	No	Yes	60	21	607,135	56,215	Montana
Nebraska	MIT	Yes	Yes	Yes	95	59	1,130,793	70,453	Nebraska
Nevada	MOST	Yes	Yes	Yes	8	23	642,556	38,587	Nevada
New Hampshire	Alternate	No	No	Yes	16	24	665,000	77,000	New Hampshire
New Jersey	Off-street/ On-street	Yes	No	No	12	93	5,162,678	198,193	New Jersey
New Mexico	MOST/ Off-street	Yes	Planned 1983	Yes	75*	63	1,000,000	20,485	New Mexico
New York	MOST[1]/ Off-street	Yes	Yes[1]	No	152	218	9,248,668	346,292	New York
North Carolina	Off-street	No	No	No	190	265	*3,940,000	165,000*	North Carolina
North Dakota	Most/ Off-street	Yes	Yes	Yes	66	101	425,000	30,900	North Dakota
Ohio	Off-street	Yes	No	No	69	166	*7,500,000	495,000*	Ohio
Oklahoma	MIT[2]	Yes	Yes	Yes	112	55	2,400,970	5,933[2]	Oklahoma
Oregon	Alternate/ On-street	Yes[P]	Yes	No	55	125	*1,800,000	187,000*	Oregon
Pennsylvania	Off-street	Yes	Yes	No	77	141	7,250,471	400,340	Pennsylvania
Rhode Island	Off-street/ On-street	No	No	No	5	9	740,337	46,950	Rhode Island
South Carolina	Off-street	No	Yes[P]	Yes	24	120	1,940,727	49,608	South Carolina
South Dakota	MOST/Alternate	Yes	Yes	Yes	86	47	477,000	38,265	South Dakota
Tennessee	Off-street/ On-street	Yes	Yes	No	102	92	2,852,089	177,418	Tennessee
Texas	On-street	Yes	Yes	No	340	337	10,539,651	557,166	Texas
Utah	MOST	Yes	Yes	No	13	52	1,096,566	140,253	Utah
Vermont	Alternate	Yes[P]	No	Yes	11	23	361,291	39,158	Vermont
Virginia	MOST/Off-street/On-street	Yes	Yes	No	70	176	3,747,734	211,382	Virginia
Washington	Alternate	Yes	Yes	Yes	58	257	2,803,625	214,166	Washington
West Virginia	None	No	No	No	N/A	41	1,536,608	N/A	West Virginia
Wisconsin	MOST/MIT	Yes	Yes	No	45	193	3,059,428	330,081	Wisconsin
Wyoming	Off-street	Yes	Yes	Yes	29	82	366,137	36,763	Wyoming

[1]In some sites for a research project only
[2]Only 14 and 15 year olds licensed
*Estimated
MOST—Motorcycle Operator Skill Test
Alternate—The Alternate MOST
MIT—Motorcyclist In-Traffic Test
P—Portions
N/A—Not Applicable

STATE MOTORCYCLE OPERATOR LICENSING PROCEDURES

1983

STATE	SPECIAL LICENSE OR ENDORSEMENT	LEARNER'S PERMIT	DURATION OF LICENSE	MINIMUM AGE WITH DRIVER EDUCATION	MINIMUM AGE WITHOUT DRIVER EDUCATION	MOTORCYCLE SAFETY EDUCATION A PREREQ. UISITE TO LICENSING	MOTORCYCLE KNOWLEDGE TEST	OFF-ROAD SKILL TEST	IN-TRAFFIC SKILL TEST	CYCLE INSPECTED	RIDER GEAR INSPECTED	REEXAMINATION REQUIRED	Reexamined for: Vision	Knowledge	Off-Street	In-Traffic
Alabama	No	No	N/A	14	14	No	Yes	No	No	No	No	No	No	No	No	No
Alaska	Yes	2 yrs	5		14–16 150cc or less	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No	No	No
Arizona	Yes	6 mo	3	16	16	No	Yes	Yes	No	Yes	E, H[1]	Yes	Yes	Yes[2]	Yes[2,3]	No
Arkansas	Yes	No	2/4	16	16	No	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	No
California	Yes	1 yr	4	16	18	No	Yes	Yes	Yes[4]	No	No	Yes	Yes	Yes	No	No
Colorado	Yes	150 dys	4	16	16[5]	No	Yes	Yes	No	Yes	E	Yes	Yes	No	No	No
Connecticut	Yes	60 dys	4	16	18	No	Yes	Yes	Yes	Yes	E	No	No	No	No	No
Delaware	Yes	60 dys	4	16	18	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No	No	No
D.C.	Yes	60 dys	4	16	16	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes 70–74	Yes 70–74	Yes 70 +
Florida	No	No	N/A		15[6]	No	No	Yes[4]	Yes[4]	Yes[4]	Yes[4]	Yes	Yes	Yes	No	No
Georgia	Yes	6 mo	4	16	16	No	Yes	Yes	Yes	Yes	H	Yes	Yes	No	No	No
Hawaii	Yes	90 dys	2/4	15	15	No	Yes	Yes	Yes	Yes	H[1]	Yes	Yes	Yes	No	No
Idaho	No	No	N/A	14	16	No	No	No	No	No	No	Yes	Yes	No	No	No
Illinois	Yes	1 yr	3	16[7]	18	No	Yes	Yes	Yes	Yes	E	Yes[8]	Yes	Yes	No	No
Indiana	Yes	Yes	2/4	16 yr 1 mo	16½	No	Yes	Yes 6/83	No	No	No	Yes	Yes	Yes	No	No
Iowa	Yes	2 yrs	2/4	16	18	Yes[1]	Yes	Yes	Yes[4]	Yes	No	Yes	Yes	Yes[2]	Yes[9]	Yes[10]
Kansas	Yes	6 mo	4	14	14[11]	No	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	No	No
Kentucky	Yes	60 dys	2/8	16	16	No	Yes	Yes	Yes[4]	Yes	Yes	No	No	No	No	No
Louisiana	Yes	No	2/4	15	15	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No
Maine	Yes	1 yr	4[24]	16	17	Under 17	Yes	No	Yes	Yes	No	Yes	Yes	Yes	No	Yes
Maryland	Yes	90 dys	4	16	18	No	Yes	Yes	No	No	No	No	No	No	No	No
Massachusetts	Yes	6 mo	4	16½	17	No	Yes	Yes	Yes	Yes	Yes	No	Yes[12] 4 yrs	No	No	No
Michigan	Yes	150 dys	4	16	18	Yes[1,13]	Yes	Yes	No	Yes	Yes	No	No	No	No	No
Minnesota	Yes	45 dys	4	16	18	Yes[1]	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Mississippi	No	60 dys	N/A	15	15	No	Yes	No	No	Yes	Yes	No	No	No	No	No
Missouri	Yes	60 dys	3		18	No	No	Yes	No	Yes	Yes	Yes[21]	Yes	No	No	No
Montana	Yes	6 mo	4	15	16	No	Yes	Yes	Yes	Yes	H	Yes	Yes	No	No	No
Nebraska	Yes	1 yr	4	16	16	No	Yes	No	Yes	No	No	Yes	Yes	Yes	No	Yes
Nevada	Yes	8 mo	4	16	16	No	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes[2]	Yes[2]	No
New Hampshire	Yes	30 dys	4	16	18	No	No	Yes	No	Yes	Yes	Yes	Yes	No	No	No
New Jersey	Yes	90 dys	2	17	17	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes every 10 yrs	No	No	No
New Mexico	Yes	6 mo	4	13–15[14]	13–15[15]	No	Yes	Yes	No	Yes	Yes[4]	Yes	Yes[12] 2 yrs	No	No	No
New York	Yes	1 yr	4	16	16[16]	No	Yes	Yes[17]	Yes	Yes	Yes	Yes[18]	Yes	Yes	No	No
North Carolina	Yes	No	4	16	18	No	Yes	Yes	No	Yes	Yes	No	No	No	No	No
North Dakota	Yes	6 mo	4	14[19]	16	Yes Under 16	Yes	Yes	No	Yes	Yes	No	No	No	No	No
Ohio	Yes	6 mo	4	16	18	No	Yes	Yes	No	Yes	Yes	No	No	No	No	No
Oklahoma	No	No	2	14	14[20]	No	Yes[25]	No	Yes[25]	Yes[25]	Yes[25]	No[25]	No	No	No	No
Oregon	Yes	Yes	4	16	16	No	Yes	Yes	Yes[17]	Yes	H	No	No	No	No	No
Pennsylvania	Yes	120 dys	2/4		16	No	Yes	Yes	No	Yes	Yes	No	No	No	No	No
Rhode Island	Yes	90 dys	2	16	18	Yes New Only	Yes	Yes	No	Yes	No	Yes	Yes	No	No	No
South Carolina	Yes	6 mo	4	15	15	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No	No	No
South Dakota	Yes	No	4		14	No	Yes	Yes	No	Yes	Yes	Yes[21]	No	No	No	No
Tennessee	Yes	No	2	16	16[22]	No	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No
Texas	Yes	1 yr	4	15[23]	18	Yes Under 18	Yes	No	Yes	Yes	H[1]	Yes	Yes	No	No	No
Utah	Yes	60 dys	4	16	16	No	Yes	Yes	No	No	No	Yes	Yes	Yes	No	No
Vermont	Yes	No	2/4	16	18	No	Yes	Yes	No	Yes	Yes	No	No	No	No	No
Virginia	Yes	1 yr	4	16	18	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Washington	Yes	1 yr	4	16	18	No	Yes	Yes 2 whl	Yes 3 whl or sidecar	Yes	Yes	Yes	Yes	Yes[3]	Yes[1]	Yes[1]
West Virginia	No	60 dys	N/A	16	16	No	No	No	No	Yes	Yes	No	No	No	No	No
Wisconsin	Yes	6 mo	4	16	18	No	Yes	Yes	Yes[17] 1983	Yes	Yes	Yes	Yes[12] 2 yr	No	No	No
Wyoming	Yes	1 yr	4		16	No	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes[3]	No

E—Eye Protection
H—Helmet

1 Under age 18
2 If driving record warrants
3 At examiner's discretion
4 "Motorcycle only" applicants
5 Permit issued at 15½ if enrolled in approved course
6 Restricted to five brake horsepower—knowledge test only
7 Age 16–17 restricted to less than 150cc
8 69 and older required to pass complete exam every 3 years
9 New applicants or expirations of one year or more. Those with motorcycle education have test waived except for 10% random select
10 Not normally administered
11 Age 14–15 restricted to and from work and school
12 Each renewal
13 After failing skill test twice (effective 1/1/84)
14 Age 13–14 restricted to under 100cc
15 Age 13–15 restricted to under 100cc
16 Class 8 (16–18) motorcycle license or permit not valid in New York City; Nassau County has special restrictions
17 Select sites only
18 Only if there is a legitimate complaint against operator ability
19 Under 16 restricted to 200cc or less
20 Age 14 to 15 restricted to 125cc or less
21 Only when expired or revoked
22 Age 14–16 restricted to five brake horsepower or less
23 Age 15 restricted to not more than 125cc
24 After 40 years of age every third renewal. After 65 years of age every 2 years
25 Age 14–15 and motorcycle only applicants

This information was assembled by the Motorcycle Safety Foundation licensing department. Licensing authorities in all 50 states and the District of Columbia were directly contacted by MSF for an update on the information listed in this chart.

Although this information was obtained from the most authoritative sources available as of September 1982, the Motorcycle Safety Foundation is not responsible for its accuracy or completeness.